

2.7 RAIL FREIGHT INFRASTRUCTURE AND SERVICES

Information on rail services in the study area is summarized from the *State of Arizona Railroad Inventory and Assessment 2007*.

Union Pacific Railroad

Sunset Route: The Union Pacific Railroad east-west Sunset Route crosses the entire state of Arizona, passing through Cochise, Benson, Tucson, Picacho, Eloy, Casa Grande, Maricopa, Gila Bend, Wellton and Yuma. Traffic on the Sunset Route varies from 44 to 49 trains per day, on average. This is UP's mainline connecting southern California with Texas and the south central United States.

Commodities shipped on the Union Pacific Railroad include intermodal, automobiles, cement, coal, chemicals, lumber products, copper products, and general merchandise. In 2006, 168,045 carloads originated or terminated in Arizona. Data on carloads passing through the state en route to other destinations was not available.

Double-tracking of the entire Sunset Route is currently underway. Union Pacific officials are considering advancing the schedule to complete double-tracking between Los Angeles and El Paso, perhaps finishing the project in three to five years.

Phoenix Subdivision: The Phoenix Subdivision connects the Sunset Route with Phoenix and points west of Phoenix. Passenger service on the Phoenix Subdivision ceased in June 1996. UP currently interchanges with three railroads on its Phoenix Subdivision: Copper Basin Railway at Magma Junction, the dormant Magma Arizona Railroad at Magma Junction, and BNSF Railway at Phoenix. The Phoenix Subdivision averages about six through trains per day.

Arizona Eastern Railway, Inc.

The Arizona Eastern Railway extends 135 miles from the Phelps Dodge copper production facility in Miami to Bowie in Cochise County, where it connects to the Union Pacific Railroad. In addition to the Phelps Dodge mine, customers at Safford accept inbound kerosene and fertilizer. The service level is one round trip per day, six or seven days a week. Commodities carried are copper ore concentrate, metallic copper, perlite, diesel fuel, kerosene and fertilizer. The average train length is 23 cars. The railroad carried 7,310 carloads and 950,300 gross tons in 2005.

Copper Basin Railroad

The Copper Basin Railway extends 54.6 miles from its interchange with Union Pacific at Magma to Winkelman. A four-mile branch line connects the Ray Mine to the Copper Basin main line at Ray junction. At Hayden junction, a 1.8-mile branch connects the main line with the ASARCO smelter. Most Copper Basin Railway traffic is between Ray Mine and the ASARCO smelter at Hayden. The line is owned by ASARCO, LLC, a copper mining, smelting and refining company. Major commodities carried include copper ore, concentrates, anodes, cathodes, coal, coke, CSO (smelting bi-product corrosive), lumber products (building material), military vehicles, petroleum naphtha, plastic resins and sulfuric acid. Annual carloads were 13,040 in 2005.

Magma Arizona Railroad

This 28-mile line is currently out of service. It is owned by BHP-Billiton and connected the Union Pacific Railroad and Copper Basin Railway at Magma with the BHP Superior Mine. This copper mine closed in 1995.

San Manuel Arizona Railroad

The San Manuel Arizona Railroad is a 29-mile line that went out of service in 2006. It is owned by BHP-Billiton and connected the Copper Basin Railroad at Hayden to a smelter at San Manuel. BHP Billiton is considering ways of allowing freight operations to continue on the line.

2.8 BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEMS

"ADOT Traffic Engineering Policies, Guidelines, and Procedures, March 2002," Section 1030, states that bicycles are permitted to operate on all state highways, including controlled access highways, except where an equally suitable route is available. Within the study area, bicycles are permitted to use all state highways except I-10.

According to the *Gila County Small Area Transportation Study*, "Bicycle and pedestrian facilities are limited within the County, and located almost entirely within local communities. The Tonto National Forest provides a number of hiking trails." These include trail systems in the Globe and Miami areas, such as the Ferndell Trail, East Mountain Trail, Icehouse Canyon Trail, Six-Shooter Canyon Trail, and Mill Creek Trail.

The on-going update to the Pinal County Comprehensive Plan fully incorporates the Pinal County Open Space and Trails Master Plan. Trail systems in the study area include the following primary regional trail systems in Pinal County, which were summarized from the Pinal County Open Space and Trails Master Plan (October 2007):

Arizona Trail

The Arizona Trail is a 790-mile non-motorized state scenic trail that hikers, bikers, and equestrians can use. The trail, which connects Utah and Sonora, Mexico, is divided into 43 separate segments. Pinal County will soon have all but three miles completed of the nearly 55 miles of trails needed to connect Oracle to the Gila River. Additionally, approximately 15 miles of new trail are needed from the Gila River north to the Tonto National Forest. Pinal County will continue to work with the Arizona Trail Association, BLM and the USFS to complete the trail.

CAP Canal

The CAP canal is a 336-mile-long system of aqueducts, tunnels, pumping plants, and pipelines constructed by the U.S. Bureau of Reclamation. As part of the planning effort for the CAP canal, the bureau has committed to maintaining a 20-foot recreation corridor on the downstream side of the canal (generally the south or west side). The intent of the CAP is to include a 10-foot-wide paved, non-motorized path. Pinal County has over 53 miles of CAP canal bank that is also used as a connection to the Maricopa County Regional Trail System.